

t^{opside}



Published Quarterly By The United States Coast Guard Auxiliary 3(SR)

VOLUME 85

SPRING 1985

NUMBER 1



Published Quarterly by the U.S.C.G. Auxiliary
THIRD COAST GUARD DISTRICT (SR)
c/o Coast Guard Base Gloucester City, NJ 08030

☆☆☆☆

District Commander VADM PAUL A. YOST, JR.
Chief of Staff CAPT. R. L. JOHANSON
Chief of Boating
Safety Division CAPT. M. SHYTLE
Director of Auxiliary (3SR) LT. COLLIN S. CAMPBELL
Asst. Director of Auxiliary (3R) LT. WILLIAM M. CHERRY

3rd (SR) DISTRICT AUXILIARY OFFICERS

RICHARD L. RAUDABAUGH .. District Commodore (DCO)
ALEXANDER M. LEWIS Vice Commodore (VCO)
NANCY K. DAVIS Rear Commodore - Central (RCO-C)
GEORGE J. SMYTH Rear Commodore - West (RCO-W)
WILLIAM M. PIERCE Rear Commodore - East (RCO-E)
JOHN MCINTOSH President, Past Captain's Association
ROBERT L. WECKER Immediate Past District Commodore (IPDCO)

Editor/Publications Officer

ELSIE M. NICHOLS
1045 West End Boulevard
Quakertown, Pennsylvania 18951
Tel: (H) 215-536-3871 — (B) 215-443-9300

ADSO-PB

ROBERT H. NICHOLS
1045 West End Boulevard
Quakertown, Pennsylvania 18951
Tel: (H) 215-536-3871

DIVISION CAPTAINS

I JACK CUNNINGHAM
II FELIX MENDLA
III MARTIN GIACOMONI
IV HARRY DAVID
V EDNOR MILLER
VI CHESTER KLABBATZ
VII FRANCIS G. MacDONALD
VIII JOHN T. LINCOLN
IX WILLIAM I. MILLER
X JAMES J. McCABE, JR.
XI RICHARD REBER
XII EDWARD SANDSTROM
XIII WILLIAM DILLON, JR.
XIV MICHAEL DIETZLER

★ FRONT COVER:

1984 Olin Marine Safety Award
presented to Edgar Dodenhoff, Division XII, 3SR
Pictured left to right Jerry Chiolero, Olin; IPRCO(C) Walt Moulder, 3SR;
Edith & Edgar Dodenhoff; COMMODORE Alan D. Breed

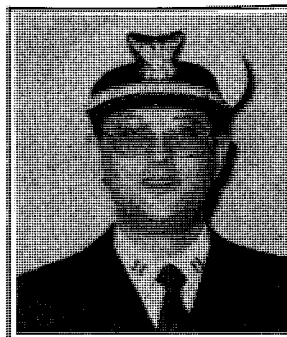
See Story & Pictures pages 10 & 11

★

TOPSIDE is published at no expense to the U. S. Government or the U.S. Coast Guard:
Cost of its publication is borne by dues paying members of the 3rd Coast Guard District Auxiliary (Southern Region) a volunteer, unpaid civilian body whose mission is to assist the regular Coast Guard in promoting and maintaining safety on the water.
Reprints of pictures, or copies of articles appearing in **TOPSIDE**, may be made by other publications provided proper credit is given, and a copy forwarded to Editor, **TOPSIDE**.

DIRAUX UPDATE

... LT. Collin S. Campbell, DIRAUX



Congratulations to the newly elected officers and their staffs. To each of you I wish the best for 1985. For those of you who were unable to attend the District Conference in King of Prussia, I'd like to mention some of the things that our Keynote Speaker, CAPT Robert L. Johansen, Third District Chief of Staff,

addressed. Several of his comments specifically concerned the staff officers. He reminded them that the success of their unit rests just as squarely on their shoulders as it does on the shoulders of the elected officers. Capt. Johansen also stated that their success would hinge on their own creativity, imagination, and of course, hard work. The third point he made concerning staff officers was perhaps the most important. It was simply this. "There is no such thing as a do-nothing staff job." How true that is. Without everyone contributing their thoughts, ideas, hard work, and fellowship we simply don't enjoy the endeavor.

Last issue Bill Cherry gave up some space for me to talk about BCQP. Now, it's my turn. Bill came up with some Auxiliary Commandments (see page 5-Assistant DIRAUX Update) which we thought might amuse you and at the same time ring a responsive chord. We try to be very careful concerning things of this sort and want you to know that no offense is intended. We hope they'll make you smile.

LT Collin S. Campbell, DIRAUX, 3SR

NOTE: To All Division Captains and Flotilla Commanders

If you have new members in your units whose names obviously have not been entered in AUXMIS for labels, or members who have moved and their change of address has not as yet been corrected in AUXMIS, they may not receive *Topside*.

Since I use the labels as supplied to me - I cannot prevent their not receiving it when everyone else does. However, if you will get in touch with me directly—or through either DIRAUX office—with a request for the number of copies you need, I will be happy to send them out to you.

I do take any extra copies I may have to the next conference, but you can get them earlier, if you will just call—or drop me a note. Phone number and address are in the masthead at the left.

Elsie Nichols, DSO-PB

FROM THE BRIDGE

Update Richard L. Raudabaugh, DCO



A new program for the Coast Guard Auxiliary in 1985 is the Auxiliary Leadership And Management (AUXLAM) course. The development of the curriculum has taken more than two (2) years. The primary source and concept for the materials was the syllabus of subjects taught at the Coast Guard Leadership Schools at Petaluma, CA and Yorktown, VA. Specific modifications for Auxiliary use include the development of leadership skills for volunteer groups and how to be a good leader and manager.

In our district we have selected a group of thirteen (13) trainers to attend a training workshop in February. By Spring we will be scheduling sessions in each division to bring the AUXLAM Course to the members. Initially, the program is directed toward the elected officers, meaning the Division Captains, Division Vice Captains, Flotilla Commanders and Vice Flotilla Commanders. After this phase is completed, the

AUXLAM opportunity will be expanded to all who want to participate.

The course is designed to be conducted in a single day, eight (8) hour sessions. There is a video tape which is used to introduce specific subject areas which are followed by guided discussions led by the trainer. The video tape is stopped and started repeatedly as subject material is introduced and then reinforced through discussion.

The Auxiliary provides a wealth of opportunities and information about our action programs; however, little has been provided until now about how to implement the programs through successful leadership skills. The AUXLAM course addresses this aspect of training and provides an excellent opportunity to improve interpersonal relationships. I would highly recommend that every elected officer in the Auxiliary attend this course at the earliest opportunity, and that all others attend as soon as we can schedule the classes. They will be conducted on a Division basis, so travel for participants will be reduced significantly. By improving our leadership skills, we can improve our performance and accomplish more of our goals, "Together - We Can."

Richard Raudabaugh, DCO, 3SR

FROM THE BRIDGE

Update Alexander M. Lewis, VCO



The Commodore has developed a District program—a plan for involvement. To carry this out, we require a thorough knowledge of what is needed and the motivation to carry that plan to fruition.

Motivation: To Provide with a mental force that induces an act; an intention; a purpose or design.

We all need to be motivated, to have the desire and the purpose to carry out our commitment to safety on the water through boating education, courtesy examinations, operations, and in general assisting our parent organization in carrying out the mandate of recreational water safety.

How does one become motivated? Originally, the act of joining the Auxiliary was the first act of being motivated. There was a definite appeal in the work that this group does, that stimulated you to feel, "This is what I want to share in. This means a lot to me. I enjoy water recreation. I want to help make it better. I want to participate in the activities and purposes of the Auxiliary."

We need also to interest others in our work, and to help us carry out this great public service. In short, we need new people who will be committed and dedicated, to join us.

The negative balance of disenrollments to enrollments hangs out a red warning flag. Our numbers are shrinking and the trend must be reversed.

Recruitments must be targeted to the people who know well the involvement of the Auxiliary. They must become actively involved in at least one cornerstone program. They must want to participate and contribute. We must seek out those who have these ideals and target our efforts to that recruitment.

We are fortunate. We just got a great new member, enthusiastic, energetic, anxious to get going, intelligent. Now what?

Don't let the new, enthusiastic member wither on the vine. Bring him/her in the mainstream of activity. Auxiliary programs are ever ongoing, always work to be done, goals to be attained.

Keep at it - we lose more members by apathy and neglect, a lot earlier than disenrollment time.

We need new members, we need to retain experienced and skilled people. We need to keep everyone in the mainstream. We need to reward the accomplishments, and we need most of all to insure our future.

This calls attention to the annual Awards Conference coming next on 19, 20, and 21 April, in Lancaster, Pa. This is where we recognize the accomplishments of individual Auxiliarists, and where all of us can take pride in what we do here in the Third Southern. Make it a point to attend.

Alexander M. Lewis, VCO, 3SR



NOGI

Notes Of General Interest



C. S. CAMPBELL, DIRECTOR
RICHARD L. RAUDABAUGH, COMMODORE

Quotes
Topside, Spring 1985

PE AND BOAT US A recent call from our office to the TOLL FREE Boat US telephone showed that only 3 of our PE courses are known over the entire 3SR. To list your course call, TOLL FREE 1-800-336-BOAT. You'll talk to a real, live person who'll take your PE information. It's free and if it gets just one more student it's worth it. That student may join and grow up to be a valued member.

PFD's - Group Cape May advises that they have had a lot of interest from Auxiliarists about the Stearn's PFD the unit uses. They are available at \$41.35 plus \$3.00 per jacket for freight. Specify size: S, M, L, XL and orders must be on Auxiliary letterhead with Flotilla or Division checks enclosed. Order from Stearns Manufacturing, P.O. Box 1498, St. Cloud, MN 56302, Attn: Linda Becker.

Reminder to PE Staff Officers - Whenever Pennsylvania Fish Commission personnel are utilized to instruct Chapter 4 of our BS&S or Chapter 6 of our S&S Public Education courses, the state of Pennsylvania will issue a Fish Commission Basic Boating Course Completion Certificate to all students who graduate from the class. This certification is in addition to any recognition which the Coast Guard Auxiliary provides to the graduates. Contact the Harrisburg Office to arrange for Fish Commission instructor and/or to obtain further information.

Support - Your elected officers need your support. Without support and loyalty nothing gets done. Nobody agrees with anybody all of the time. Yet even in a volunteer organization some hard and often unpopular decisions have to be made. Support and loyalty do not exist when everyone agrees to something; that's too easy. Those elements only surface when you don't agree and the difficult challenge for all of us as individuals is to support an action, idea, or policy to which we don't agree. Our system is essentially a democracy and the majority rules; and the minority should support the action.

Of course, there is a method for change but don't let the politics get out of hand while trying to improve everything. I have heard "I'm doing it for the good of the Auxiliary." Well, the good of the Auxiliary is determined by a majority vote.

Welcome Aboard - Our Gloucester City office has a new Storekeeper, Brian Damerell. Vic Lotito left the service last week to pursue life "outside." Welcome Brian. You all be good to him 'cause he doesn't know an FC from the DCO, yet.

National Department of Training Needs Help - DC-T is requesting audio-visual training materials which are useful in the Specialty Courses. Or for that matter, any of our courses. National is especially interested in slides and overhead transparencies. They request only copies be sent but if that's not practical, they will copy your submission and return the originals to you. Mail to: DC-T O. LYNCH, 5605 Olde Oak Drive., Mt. Airy, MD 21771.

Air Operations Seminar - The AirOps Seminar will be held on Saturday 13 April at 0900 at CG Air Station, Cape May. This is mandatory for pilots and observers who operate under Group Cape May or Base Gloucester. An optional seminar/workshop will be held Sunday, 14 April for those who have passed the tests and attend the Saturday Seminar.

Crewmembers Call List - If you are a qualified crewmember for 1985 (either under BCQP or as a past participant) who would like to have your name made available to patrol skippers, drop us a note advising how you may be contacted and where you'd like to patrol. We'll make the list available to everyone who has an operational facility and upon request.

Loran C User Handbook - An Auxiliarist in the Harrisburg area recently asked in a very innocent and/or devious manner, where he might obtain this Coast Guard publication. The answer to this

question seemed to be quite obvious . . . until we attempted to find the "specifics." A rather long search through "Engineering Digests" and "Radio-Navigation Bulletins" finally turned up a phone number, whereupon RCO-W Gentleman George Smyth called and obtained all the necessary information. But, wouldn't you know it, while the Rear Commodore was on the phone, Bill Cherry found a Commandant Instruction concerning ordering the handbook. Which just goes to show that the answers to most of our questions really are in print someplace, if only we would take the time to look and someone would tell us exactly where "someplace" is. The point of this essay is, if you want one of these "User Handbooks (CCOMDTINST M16562.3)" send \$4.75 along with your request to: Superintendent of Documents, Order Section, US Government Printing Office, Washington, DC 20402. Or you may order by calling 202-783-3238 and charge the handbook to your MasterCard or Visa. Remember, the next time an Auxiliarist asks about the "Loran C User Handbook," that "someone" is you and "someplace" is NOGI!

AUXLAM Selectees - This selection board has to have been the most difficult board in which I've participated. Every applicant qualified for selection and the problem was trying to determine who was best qualified. Every applicant is to be congratulated for their participation. We're only sorry we couldn't pick everyone. Our selectees are, in the ever popular alphabetical order: D. Benny, M. Bowlus, F. Clark, J. Jones, A. Lewis, H. McCabe, E. Pester, W. Reimer, L. Sowers, N. Sterner, A. Svabs, T. Vogt, and R. Wecker. Each of the selectees received a letter of notification and the first meeting was held the week-end of 23 & 24 February.

National Aids to Navigation and Chart Updating Workshop - Details in COMDTNOTE 16794 dated 11 January 85, and on page 30 of *Navigator*. Also, remind everyone that the reservation blank for registration and for hotel is in the *Navigator*.

DSO-MT F.Y.I. #15 (AUXILIARY ACADEMY) - This DSO-MT notice is must reading for all MTs and anyone wanting an advanced school. It explains about the Auxiliary Academy, the prerequisites, how to apply, the deadlines, and the dates of the upcoming classes. We have already received an announcement concerning Advanced Vessel Examiner School (ADVES) which states that you must submit your request to attend to the DSO-VE by 1 April 85.

OP & CE Seminars Extended - Because both Seminar Guides arrived late in the field, the period to complete these required seminars has been extended through 31 May 85.

Ten Little Boaters - Permission has been granted by the copyright owner for the Auxiliary to use the poem "Ten Little Boaters," as seen in the winter issue of *Navigator*. Any Auxiliary publication using it must be certain to give the publisher credit as follows: "Copyright by Outdoor Empire Publishing, Inc., Seattle, WA."

Dues Extension - The District Board voted to extend the dues deadline to 15 March 85.

1985 Directory - Final copies have been mailed. The District Store has on sale for \$1.00 a pocket sized Directory that is really super. It contains the addresses and phone numbers for the members of the District Board and all the DSOs, the prologues and pledges, a list of the various District Awards, and also a planning-type calendar for the year with the various area and district meeting dates pre-printed. For \$1.00, I doubt any member will find a more useful item. It's available from the DSO-MA.

C. S. CAMPBELL

ASST. DIRAUX Update LT William Cherry, Asst. DIRAUX



At this time of year, I feel it is especially appropriate that we congratulate all of the newly elected and appointed officers of our organization. CONGRATULATIONS TO ONE AND ALL! Also, so that they may guide us wisely in the year(s) to come, I thought that it would be fun to develop a set of Commandments for them to use during their tenure in office. So as not to confuse what follows with the fabled "tabloids of

Moses," I offer the "Thirteen Commandments for Auxiliary Officers." Thou Shalt Not forget the voluntary nature of thine organization. Thou Shalt Not be overly directive with thine membership. Thou Shalt Not forget the importance of fellowship at all levels of thine organization. Thou Shalt Not forget the goals of thy Coast Guard family. Thou Shalt Not wallow in the 'halls of antiquity'. Thou Shalt Not neglect the performance of thy duties. Thou Shalt Not covet the duties of thine staff and membership. Thou Shalt Not support personal nor political intrigue. Thou Shalt Not fail in thy support of thine staff and membership nor in thy support of higher elected or appointed officers of thine organization. Thou Shalt Not fail to be honest, fair, and unbiased in all thy dealings with others nor shall thee castigate thy brethren in a foul or abusive manner. Thou Shalt Not propagate meaningless paperwork. Thou Shalt Not fail to comfort thine membership in time of need. Thou Shalt Not fail to provide appropriate recognition for the accomplishments of thine staff and membership. While the "Thirteen Commandments for Auxiliary Officers" is offered in 'good faith', I feel it only fair to warn you that a recent poll of Auxiliary opinion supports the theory that you might have occasional minor problems with the Director due to a few subtle differences between the above and the wording of the "Nine Commandments for Director's of Auxiliary" which follow: Thou Shalt Not fail in thy support of the Commandant of the Coast Guard. Thou Shalt Not allow the voluntary nature of the Auxiliary to interfere

with the performance of thy duties. Thou Shalt Not 'rule' by democratic process. Thou Shalt Not fail in thy support of the Auxiliary and its purposes. Thou Shalt Not become involved in personal nor political intrigue. Thou Shalt Not indulge to excess in the name of fellowship. Thou Shalt Not forget the goals of thy Coast Guard family. Thou Shalt Not fail to be honest, fair, and unbiased in all thy dealings with others. Thou Shalt Not fail to provide appropriate recognition for the accomplishments of the Auxiliary membership. On the lighter side, and as an illustration of what to expect when you allow an opinion poll and your own thoughts to get out of control, I offer the following . . . but, who among you, really thinks that the Director and your elected/appointed officers actually follow commandments similar to the below? Thou Shalt Not lead thine membership "down the road to damnation" by example. Thou Shalt Not confuse fiction with fact. Thou Shalt Not change policy nor procedure more often than twice a week. Thou Shalt Not institute a simpler way of doing things when a more complicated method would better serve to confuse thine membership. Thou Shalt Not behave in a mature manner when a 'childish fit' would better serve thy purposes. Thou Shalt Not divulge thy source when thine information is false. Thou Shalt Not hold short meetings when longer ones would better serve to harass thine membership. Thou Shalt Not give in to majority opinion just because thee are wrong. Thou Shalt Not act in a forthright manner when subterfuge would better serve thy purposes. and Ed, if you're still reading: Thou Shalt Not call thy wife 'Harv' in public. and, for the author(s) of: Thou Shalt Not pull out thy hair in private. Thou Shalt Not allow thine death to interfere with the performance of thy duties. Thou Shalt Not fail to follow the bad example set by others. Thou Shalt Not get caught in the arms of a woman not thy wife. I can only say that ENOUGH IS ENOUGH . . . or maybe, TOO MUCH!
LT William Cherry, Asst. DIRAUX, 3SR

"TOGETHER — WE CAN"

Auxiliary involvement is a serious venture
Encompassing work and high adventure
Occasional glamour and many long hours
With no pay and salty showers
Frequent patrols on tempestuous waters
Absence from spouses, sons and daughters.

It implies extraordinary dedication
An unusual degree of motivation
Professionalism and erudition
Patriotism and love of tradition.

Selfless devotion's the key to success
Tenacious reluctance to acquiesce

Or compromise standards to any degree
No matter how adverse the matters be.

So it is now in our programs deployed
Success is not measured by status enjoyed
But by the manner in which success is employed.

As we leave the harbor and set a course
Toward the goals we seek to find
Success begins with a person's will
It's all in the state of mind.

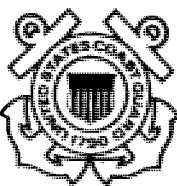
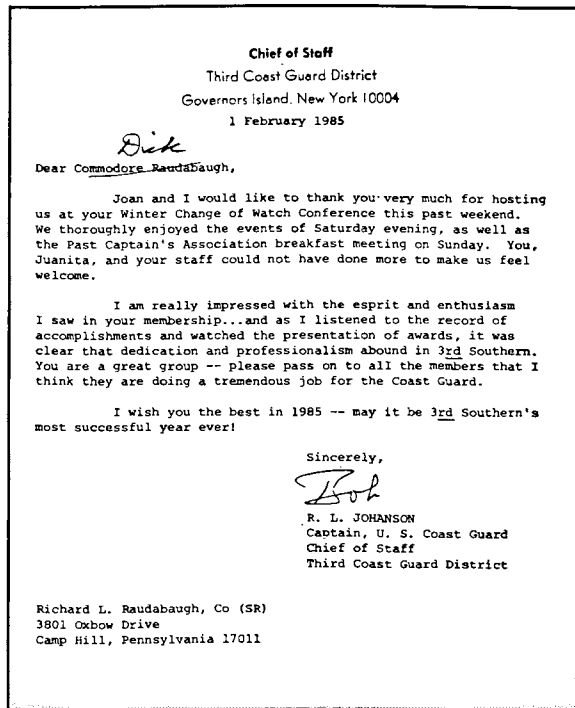
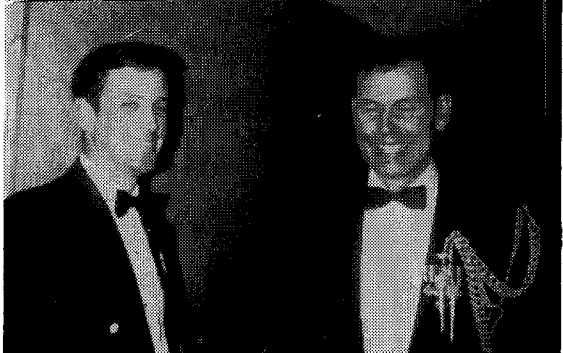
We Can accomplish this. Each woman and man
Must share the tasks, "Together - We Can."

by Richard L. Raudabaugh, DCO, 3SR



A GREAT TIME WAS ENJOYED BY ALL! SCENES FROM 3SR WINTER CONFERENCE - SATURDAY NIGHT BANQUET

A few of the happy faces during and after the Saturday night banquet are pictured below—as supplied by our roving photographers: Russ Bender, Division V; and Phil and Alice Stamm, Division X. Also an extremely complimentary "Thank You" note received by our own Commodore, Richard Raudabaugh from CAPT Johanson



FROM THE EAST Update.....William Pierce, RCO (E)



Fellowship - Cornerstone No. 4. I for one feel Fellowship is Number One, for surely without it, there couldn't be any of the other three.

In the vein of Fellowship, let's talk about our National Conference in September from 19 thru 21 in Orlando, Florida. I would like to get some feedback from you (our membership) about the

possibility of going to Orlando on AMTRAK as a "District Happening." It takes approximately 18 hours to go from Philadelphia to Orlando by train. There is a Dining Car and a Club Car for our enjoyment.

We already have a group of people interested in participating. Some play instruments and of course "WE ALL SING!" Just think of the fun we will have and the fellowship with old friends, and meeting new friends, from the best district in the Nation — 3SR.

We would be picked up in Florida by District 7, the host district, and taken to the hotel. All the conference details are in your most recent NAVIGATOR, as are the registration forms.

Don't forget EPCOT, Disney World, SeaWorld, and other attractions are just around the corner. The space center is about 90 minutes away. So there will be plenty to do for both Auxiliarists and Non-Auxiliarists. I'm talking about this now so we will have about 6 months to put our pennies away.

Please, let's have some response - let us know how you feel. Tell your Flotilla Commander. Commanders tell your Division Captain. Captains tell your Rear Commodores. Let's get together for the time of our lives as Auxiliarists.

I hope to see new faces as well as old ones at the area meetings. These meetings are a training ground for all of us, and a great place to get your feet wet in the District. Meet people from your area and see first hand what's happening at the District and National levels. Don't forget, every agenda item and policy change starts with a Flotilla member having an idea and expressing it.

Bill Pierce, RCO-E, 3SR

FROM THE WEST Update.....George Smyth, RCO (W)



I am addressing this article mainly to DCP's, VCP's, FC's & VFC's who were not fortunate enough to attend one of the Elected Officer Workshops held in Pennsville, N.J. and Reading, Pa. during January. You missed a very good and NEEDED session. All of the participants did an outstanding job in my opinion.

I know a lot of time and research was put in by all the speakers.

For those of you who missed, you will have to do a lot of research on your own to come up with just a fraction of what was presented. Quite a bit of the material was from the speaker's own experience, and I might add quite beneficial. Please, if you didn't make it this year, be sure to attend the one next year.

I know some think that because they were elected officers before, they don't need the information. Please, be assured, there is new information coming out all the time. You will find some of the info in the District 3SR Policy Manual, The

Elected Officers Manual, The Auxiliary Manual, Roberts Rules of Order and many other publications and material put out by the Director.

How many of you who didn't attend will take the time to sit down with an agenda and look up and research all the subjects? It's a lot easier to sit in on one of these sessions and hear some one tell you what they have researched. I just don't see how you could come up with all the material.

We are now using the "CHAIN OF COMMUNICATIONS" instead of the "Chain of Command." I too, feel this is a much better chain for the Auxiliary.

We have lost quite a few Flotillas during the past year. Just possibly, some of the material presented at these sessions might have helped in some small way to salvage some of them. I know there are some weak flotillas out there now. If you know of one in your immediate vicinity, maybe you can offer your assistance to help in some small way—assisting at a PE class or helping with publicity. There are many ways you may be able to lend a helping hand.

GIVE IT A TRY.

Thank you.

George J. Smyth, RCO (W)

Note: See pictures elsewhere in this issue of day at Reading

MAKE YOUR RESERVATIONS NOW!
SPRING CONFERENCE - APRIL 19, 20, 21



COMMANDER AND MOM

by Shirilanne Thomas, Press Correspondent



All systems are "go" for Lt. Sally Brice-O'Hara, 32, became the nation's first woman to take command of a U.S. Coast Guard shore base when she was named commander of the search and rescue station in Cape May.

In September, the new commander gave birth to her second son, Brice O'Hara. Her other son, Chipper, is 2.

Today she's commander, wife, nursing mother and an inspiration to other women who are working to attain high positions within the U.S. Coast Guard. "The Coast Guard has always been in the forefront of putting women in charge," Brice-O'Hara said.

Although she's concerned about equality for women, she doesn't consider herself a women's liberator. The Coast Guard, she said, has a very open view on the subject, but you have to be an achiever to be successful.

"I do my job and people judge me on my performance. I think that's the way you deal with things. In the past I've worked with someone who didn't want to be a woman, but that attitude changed when he saw I could do the job."

Brice-O'Hara said every officer wants to lead his or her own command, but there are more officers than openings.

She said her position is one of management and coordination. She oversees 34 men and women — mostly men — and the search and rescue operation includes a 4-foot motor lifeboat, two 41-foot utility boats and a 21-foot Boston whaler.

Although she's never at the helm, she must know operating limitations and other facts about the vessels.

"This year we've had 503 search and rescue cases, the majority of them through the summer," she said.

How does she manage home, family and job?

"You juggle by having a schedule and being very organized," she said.

Chipper attends the day-care center at the base and the new baby stays with a qualified sitter, she said. Brice-O'Hara travels to her home nearby to nurse the baby on her lunch hour.

"Physically it wasn't hard coming back to work and leaving the baby at five weeks. At that time he was doing a lot of sleeping, but now is when it's hard to leave him," she said.

"I have to sacrifice a lot of personal time. I can't read books and I rarely get to read the Sunday paper."

Brice-O'Hara said she receives strong support from her husband, Lt. Cmdr. Robert F. O'Hara, who is stationed at the base on the cutter Hornbeam.

The two find they can spend a lot of time with their children by rearranging their schedules and by taking them with them on weekends and in the evenings.

"At night we usually don't leave them with sitters," she said.

Brice-O'Hara said she and her husband, a native of Fairfield, Conn., have been uprooted by Coast Guard reassignments, but don't mind.

"It's not the moving that's difficult — it's the packing and unpacking. I don't think we'd be in this career if we didn't want to see new places."

They plan to remain in the Coast Guard for 20 years, her husband retiring in 1993 and she in 1995.

"We met in Virginia in 1975. I was working in the 5th district office and he was assigned to a cutter," she said.

They were married in 1980.

The union hasn't caused too many problems as far as travel and separation.

"The Coast Guard is fairly good at trying to keep you together or within a 50-mile radius," she said.

And the couple's timing has been great.

"Chipper will be finishing elementary school and Brice will be in elementary school when we get out."

"Waiting until we were older gave our marriage more strength and our goals were set and identities established. Our marriage is more elastic," she said.

Brice-O'Hara said being in the military was a natural progression for her.

"I grew up in Annapolis (Md.) and that's a military town. I was a sociologist in college and wanted to do something of service to mankind. The Coast Guard is a military outfit, don't get me wrong, but in the meantime we are doing something positive," she said.

Brice-O'Hara was commissioned as an ensign with the Coast Guard in 1975. Her first assignment was as assistant chief of the intelligence and law enforcement branch and fisheries office in the Fifth Coast Guard District in Portsmouth, Va.

In 1977 she served as marine environmental protection officer and later as executive officer and alternate captain of the port at New London, Conn.

Brice-O'Hara was assistant director of admissions at the Coast Guard Academy in New London from 1980 to 1982 and has been assigned to the Cape May Training Center since then.

She graduated from Goucher College in Baltimore in 1974 with a bachelor's degree in sociology.

Women in the Coast Guard have established a network and do keep in touch if any problems arise. Many look to Brice-O'Hara for guidance.

"Women always need an example of someone who has made it and you need to talk with those women. Since I took command in May a second woman took command with a station similar to this one in San Francisco."

"With dedication and ability any woman can get ahead."

"Right now I'm just looking forward to when I can get my kids out of diapers."

(Copied from *The Press*, Atlantic City, NJ -1-14-85)



LT Sally Brice-O'Hara and
LCMDR Robert F. O'Hara
at 3SR Winter Conference

FROM CENTRAL Update Nancy K. Davis, RCO (C)



Area meetings were established several years ago and have been held quarterly since that time. All members are encouraged to attend, and to bring with them questions they may have about the Auxiliary, the programs, the cornerstones, etc., etc., etc. In the Central Area, each Division Captain has been asked to host a meeting during 1985. We are planning a time of fellowship, questions and answers, and a program of interest to our general membership. Your help is needed to make the Area meetings successful; come to them, participate, and enjoy a time with fellow Auxiliarists.

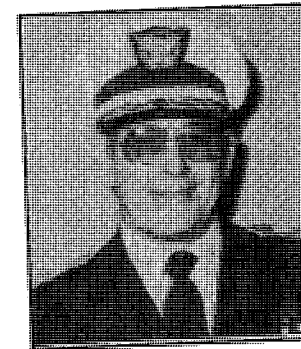
The dates for all of the meetings were printed on the back cover of your Winter *Topside*. The first Central Area meeting is 9 March at The Old Barn Family Restaurant, Route 40, Glasgow, Delaware with Division I hosting. The agenda will be: 1000-1030 coffee and fellowship, 1030-1130 meeting, 1130-1200 cocktails and fellowship, 1200-1300 lunch (order from the menu), 1300-???? meeting. There will be a guest speaker and a show of the latest fashions at this meeting. Please contact your Division Captain for further information.

Every member is invited to participate and enjoy themselves.

Schedules for all area meetings are on the back cover of *Topside*, as well as being published in NOGIs. If you have not attended one in your area — why not come out and join us!

Nancy K. Davis, RCO (C), 3SR

UPDATE Robert L. Wecker, IPDCO



During the past twelve years that I have been a member of the Coast Guard Auxiliary, I have listened to and participated in many discussions as to what is the definition of an Active Auxiliarist. Many of our members have different ideas as to what these requirements should be.

I would like to share with each of you my observations of what this volunteer organization has to offer its members.

First, when each of us decided to join this arm of the Coast Guard Family we accepted the challenge to take and pass the Basic Qualification Course, which qualified us as members. During this course we were introduced to the whys and wherefores of Auxiliary existence. We also learned our operational structure, namely, Elected Officers, Staff Officers and General Membership status, also that all three are required to carry out our programs.

Now is the time to ask ourselves the sixty-four dollar question. What would I really enjoy in order to assist the Boating Public? Would I enjoy being an Instructor, a Courtesy Examiner or maybe participate in the Operations Program as

a crewman or skipper, or maybe an Air Observer or Pilot, or perhaps I would enjoy being a participant in the Public Education, Membership Training, Career Candidate, Communications, Public Affairs, Growth and Retention, Finance, Materials, Publications, Information Systems, Aids to Navigation, National Safe Boating Week, Marine Dealer Visitation, or just maybe my bag would be to serve as a member of one of the many Committees necessary to keep our organization alive and well.

Of course I may be one of our more aggressive members who want to take the bull by the horns and offer my services as a Staff Officer on Flotilla, Division, District or National level.

Another point to remember is we can also pursue the route of the Elected Offices.

I have listed above our most prominent programs, however, there are many more activities not listed that support these programs. Auxiliarist participation is needed to carry out each of these supporting activities.

It has been my past experience to find that we have many more assignments than we have members to fill them.

After careful review, I ask each of you how can we be anything other than Active Auxiliarists if we want to continue the existence of the U.S. Coast Guard Auxiliary?

Bob Wecker, IPDCO, 3SR

ARE YOU READY FOR NATIONAL SAFE BOATING WEEK?
ARE YOUR CME STATIONS PLANNED?
YOU SHOULD BE FINALIZING PLANS NOW!

DIVISION XII - PROUDLY ADDS ITS CONGRATULATIONS TO EDGAR DODENHOFF

Edgar Dodenhoff, of Division XII, 3rd Southern, was presented with the Olin Safety Award during ceremonies in New York City. This is a national award that is presented to the person who has made the most significant contribution to boating safety during the year.

"For significant contribution to boating safety, the Signal Products Operation, Olin Corporation hereby attests that EDGAR DODENHOFF has been selected from among contemporaries by the panel of judges for special recognition and honor.

In 1984, despite serious physical limitations, Mr. Dodenhoff provided exemplary and selfless contributions to boating safety. A member of the United States Coast Guard Auxiliary, he operates radio station High Point to monitor distress calls in the Delaware Bay area from his home in Frederica (Delaware) and from his vehicle that serves as a mobile unit. Before the year was over, he coordinated 169 distress calls, involving 912 people, contributing more than 7620 hours of air time assisting the Coast Guard in search and rescue. His strong and reassuring voice has become the welcome sound of safety in the Delaware Bay.

In appreciation of this dedication to the cause of boating safety, and recognition of the fruitful results of this work, the award is so made by a panel of judges comprised of editors from national boating magazines."

The preceding paragraphs briefly describe Edgar's devotion to boating safety. The Olin Corp. presented Edgar with that inscription on framed parchment. He was also presented with a beautiful solid bronze statue of a sea gull.

Edgar and his wife, Edith, travelled to New York City to receive the award. They were treated to a three days all expenses paid trip to the city. While staying at the Barbizon Park Plaza Hotel, where the award was bestowed, the Dodenhoffs enjoyed a magnificent three days of sightseeing, dining, and the theatre. First class service was given to very deserving recipients.

When asked to relate his most memorable moments of the presentation, Edgar replied, "I was very honored to receive the award and see so many members of the Delaware Bay boating community in attendance." Members of the Coast Guard Auxiliary, Coast Guard, Delaware Marine Police, and Delaware Boating Council attended the presentation. Edgar has close ties to

these organizations and he modestly stated, "Without the assistance of the Marine Police, Fire Rescue Squads, Coast Guard Auxiliary, Coast Guard, and concerned private boaters, I would be just a voice crying in the wilderness."

Adhering to his modest style, Edgar chose to discuss safe boating rather than his personal accomplishments. In that vein, he stressed the boating safety record for the state of Delaware in 1984. He stated, "The first state, Delaware, recorded no fatalities on Delaware controlled waters for 1984." Edgar challenged the rest of the country to duplicate Delaware's results. Asked what his ultimate goal is, Edgar replied, "... to have no search and rescue cases for a year. In that way, no boaters will have been in distress."

Although Edgar spends most of his time in a wheelchair, his experience, knowledge, and caring make him a vital aspect of safe boating in the Delaware region. The following case, as reported by Edgar, illustrates this point.

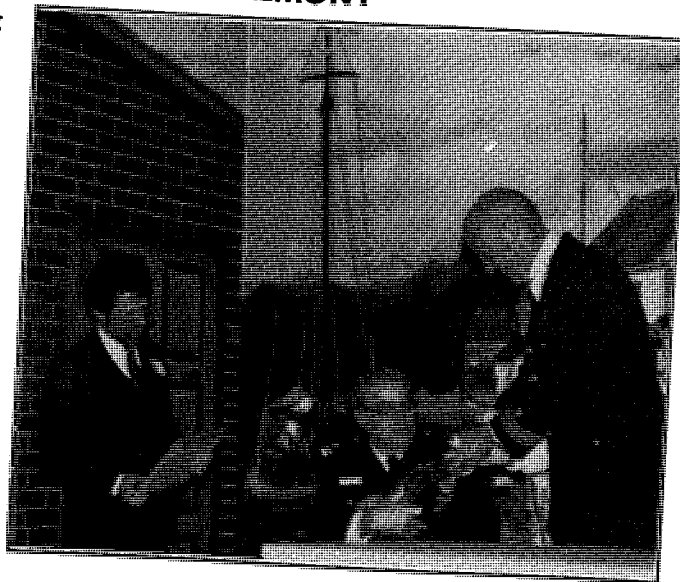
"After monitoring for so long, you begin to recognize when a transmission is unusual. We were in the middle of a strong Northeaster, and a vessel had been calling for navigational assistance on several occasions over a period of several hours. He refused to anchor his vessel and await help from a Coast Guard vessel. As transmissions continued, it seemed that the skipper was intoxicated and had become very abusive. Because the vessel seemed to be in my area, and I detected something in the man's voice that indicated to me that things were not as they seemed; I requested from the Coast Guard permission to assume communications with the vessel. I was able to calm him and talk him into a harbor. We had established that the man was alone on the vessel, and because there are no residents at Port Mahon, my wife and I went down to the harbor to check on the man and his vessel. What we found was a man who had been on the water 14 days, and as we suspected he was not intoxicated, but in the first stages of hypothermia, and suffering from complete exhaustion. He refused medical care, so we took him to our home. A hot meal, a shower and 15 hours of sleep helped to revive him. He was still a little incoherent, and we were able to convince him to remain with us another two days until the storm abated and his condition returned to normal."

It is that level of devotion and contribution to boating safety that was recognized in his selection for this prestigious award. Congratulations are certainly in order to Edgar Dodenhoff for a job well done.

Submitted by: Joe Kennard, FSO-PB, Flo 12-8, 3SR

AWARD PRESENTED AT IMPRESSIVE CEREMONY

Shown at right presenting the OLIN "OSCAR" of Boating Safety to Edgar Dodenhoff is Commodore Alan D. Breed, CG Chief of the Office of Boating, Public and Consumer Affairs in Washington, DC. He moved to that post this past July after serving as Chief of Staff of the Seventh Coast Guard District in Miami, FL. Before that, he was Chief of Operations. Since graduating from the Coast Guard Academy at New London in 1955, Commodore Breed has been awarded the Defense Superior Service Medal, the Meritorious Service Medal with gold star, the Coast Guard Commendation Medal with two gold stars, the Coast Guard Achievement Medal and many other decorations. Commodore Breed expressed the appreciation of the Coast Guard for Edgar's work in monitoring the boaters on Delaware Bay. At the left of the picture is Jerry Chiolo, holding the framed certificate which was also presented to Edgar. Mr. Chiolo in presenting the award for in remarked that Edgar's contributions inspire not only others who must cope with handicaps, but all of us.



Edgar Dodenhoff, Division XII Receives 1984 Olin Marine Safety Award

NEW YORK, Jan. 10 — "This is Coast Guard Auxiliary Radio High Point. May I help you?"

When boaters on Delaware Bay, known for its sudden weather changes, hear this clear voice with its New England accent not quite eradicated by years of living in Delaware, they may feel assured that help in an emergency is not far off.

This is the voice of Edgar Dodenhoff, and it has become familiar to sailors on the bay. What they may not know is that Mr. Dodenhoff is a Coast Guard Auxiliarist who is confined to a wheelchair.

In recognition of his services, Mr Dodenhoff today was presented with the 1984 Olin Marine Safety Award in ceremonies at the Barbizon Plaza Hotel here. He was selected for the honor by a group of boating editors from nominations received from over the United States.

In offering Mr. Dodenhoff's nomination, Walter J. Moulder, president of the Delaware Boating Council and Rear Commodore of U.S. Coast Guard Auxiliary 3 (SR), pointed out that Mr. Dodenhoff, though handicapped, "monitors the marine distress Frequency Channel 16 year-round."

He added: "A tall antenna on his property provides far-reaching reception, and his house contains an assortment of CB and VHF-FM radios and scanners. Additionally, more radios and scanners are packed into Edgar's vehicle which

serves as a mobile unit. All this equipment was supplied at his own expense."

Mr. Dodenhoff spent almost 1000 hours in communications with boaters in 1984. By late November, when his nomination was submitted, he had assisted 912 recreational boaters in 169 cases.

Before moving to Delaware, Mr. Dodenhoff was the skipper of a yacht in Massachusetts, and it was at that time that he became familiar with the then novel CB.

When he was felled by a stroke and heart attack in 1976, and was confined to his bed and could no longer continue as a teacher and electrician, his wife Edith reminded him about his experience with CB.

"You still can talk and you can use it to help people," she told him.

For three years the Award winner operated Radio High Point from his bed before moving to an armchair and then to the wheelchair.

Recently, when Mr. Dodenhoff was awarded a Certificate and Letter of Appreciation by the U.S. Coast Guard, Capt. Lance A. Eagan, commander of Group Cape May said: "He has been a great resource and asset to our Coast Guard operation."

No doubt the boaters on choppy Delaware Bay would agree. Submitted by: Gene Boyo, Public Relations, OLIN



A few of the scenes taken during the award ceremonies and at the celebration afterward. Present from 3SR for the ceremonies (in addition to Edith and Edgar) were LT Collin Campbell, DIRAUX; Past Rear Commodore Central Walter Moulder and his wife Chris; and Rear Commodore East William Pierce. Also present were CG and CG AUX personnel from Group Cape May and Governor's Island.

We belong to an outstanding organization. It provides a great chance for public service, through a whole spectrum of programs; provides us and the public with education in boating skills; gives us fellowship at every level of the organization and offers enough challenge to keep things always interesting.

So you say — "Why tell us, we know all about it!"

But the public doesn't. We suffer from an identity problem. We don't have the recognition and knowledge that we need among the general public regarding the Coast Guard Auxiliary, its programs and its accomplishments. We have done well in reaching our boating associates. But think of how much all of our programs would benefit from all of the citizens of our various communities knowing more about the Coast Guard Auxiliary.

Previous efforts at a District Speaker's Bureau have been hampered by time involved, distances and scheduling difficulties. We can resolve these problems by bringing the program right down to the Division level in the person of the Past Captains.

Who is better qualified to tell the story of the Auxiliary and explain our various programs, than a Past Division Captain?

District Commodore Raudabaugh has agreed to the program concept. Our DSO-Public Affairs, Lenore Roush, thinks it's a great idea. Even better, it provides each member of the PCA with a part to play in a mainstream activity that will be of great help to our District. Let's individually take on this program of telling everyone what we do, how well we do it, and how much more we could do with a few more "good men and women." Talk to your Flotilla and Division Public Affairs Staff people. Use their contacts and your contacts and let's go tell "The Auxiliary Story."

John McIntosh, PDCO, PCA President, 3SR

Our Winter Conference at the Valley Forge Hilton is over and according to all reports received, it was a success in all phases; hotel services, food, and rooms - top drawer. The VE and OP seminars, excellently presented and very well attended. All the meetings were successful and even the ladies' sessions conducted by Juanita and Muriel were given an A grade.

Now we are getting ready for our biggest affair of the year — THE AWARDS Conference in Lancaster, Pennsylvania on April 19, 20, and 21 at the Treadway Resort Center.

A stimulating and interesting program has been planned. (See Centerfold for details). After the Awards Dinner Program, there will be a "Roman Toga" pool party until 0100. So bring your bathing suits (or Togas) and join the fun at poolside. For those of you who have attended conferences at the Treadway before you know what a delightful atmosphere this is. If you haven't attended before - why not join us this time!

Don't delay—reserve your rooms now and let me know which workshops you expect to attend during the day. Also if you plan to attend the buffet on Friday evening or the brunch on Sunday morning - be sure to fill this out on the reservation form. Don't send money for this portion - this is for count and reservations only.

The District and Division Awards will be presented in an impressive ceremony after the banquet. Be sure you are there to receive yours or to applaud when your Flotilla or friends receive one.

Following the ceremonies - join the fun at poolside. Come prepared to have a Roman Holiday for an evening.

See you all there!

Phil Stamm, Conference Coordinator, 3SR

ELECTED OFFICER TRAINING

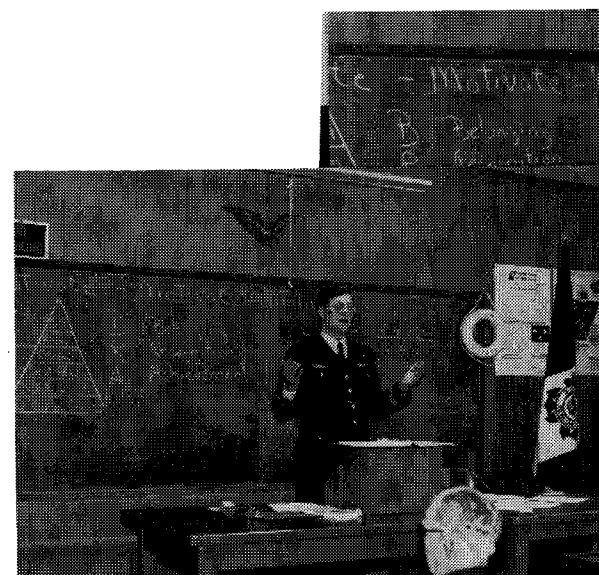
If you have read Rear Commodore Smyth's article on page 7, you are aware that the District conducts training sessions each year for the newly elected officers - both Division and Flotilla.

These sessions were conducted in January at Pennsville and at Reading to cover all areas of the District.

The sessions were well organized, had excellent instructors and were generally well attended. But not everyone is able to make it.

Although the pictures on this page were taken during the Reading sessions (your photographer did not get to Pennsville), they are representative of the classes at both locations, from an administrative standpoint, instruction and attendance.

If you missed them, you are the loser! Elected officers are urged to attend these sessions. Plan for next year!



LADIES' EMBROIDERED HATBANDS ARE NOW IN STOCK

The Commodore's hatband is illustrated,
but we have them for all ranks.

ORDER FROM YOUR MATERIALS OFFICER

1985 APRIL CONFERENCE
3rd DISTRICT SOUTHERN REGION — U. S. COAST GUARD AUXILIARY
19-20-21 APRIL 1985
TREADWAY RESORT INN, LANCASTER, PA
SCHEDULE OF EVENTS



Registration Desk — Lobby
 District Store — Royal Street —

Friday 1700-2000
 Saturday 0700-1130/1300-1500
 Saturday 1000-1600



FRIDAY, 19 APRIL 1985

1900-1930	Advisory Committee	St. Charles Board Room
1930-2100	District Board Working Session	Rampart Room
2000-2100	District Staff Meeting	St. Charles Board Room
2130-??	No Host Welcome Aboard Party	Royal Street

SATURDAY, 20 APRIL 1985

0800-0815	Opening Ceremony	Basin Street "A"
0815-1130	District Board Meeting	Orleans Room "A"
0815-1000	Public Education (PE) Workshop	Basin Street "A"
0815-1000	Aids To Navigation (AN) Workshop	Basin Street "B"
0900	Ladies Coffee & Get Together	Poolside
	<i>Plans to be made for an Outlet Shopping Tour in the afternoon after lunch</i>	
1015-1030	Break	
1030-1145	Operations (OP) Workshop	Basin Street "A"
1030-1145	Public Affairs (PA) Workshop	Basin Street "B"
1200-1330	AWARDS Luncheon	Orleans Rooms "B" & "C"
	<i>State Boating Administrator's Presentations</i>	
1330-	District Board Meeting Continues	Orleans Room "A"
1330-1500	Member Training (MT) Workshop	Basin Street "A"
1330-1500	Growth & Retention (GR) Workshop	Basin Street "B"
1830-1930	Cocktails — No Host Bar	French Quarter Courtyard
1930-	AWARDS Banquet	French Quarter Courtyard

Following Awards "Roman Toga Pool Party" at the pool until 0100

SUNDAY, 21 APRIL 1985

0900-	Past Captains Association Meeting	Royal Street
-------	---	--------------

MENUS

LUNCHEON

Mixed Green Salad
 Baked Sugar Cured Ham
 with Fruit Sauce
 Complimenting Vegetables
 Roll and Butter
 Carrot Caker
 Coffee, Tea, Sanka



BANQUET

Entree: Prince & Pauper
 (Filet of Beef & Fresh Fish du Chef)
 Chef Vegetable & Potato
 Hearts of Lettuce Mimosa
 Choice of Dressings
 Rolls & Butter
 Chocolate Mousse
 Coffee, Tea, Sanka



★ **UNIFORM OF THE DAY** ★

FRIDAY EVENING
 Casual

SATURDAY
 Before 1800 - Tropical Blue, Service Dress Blue or Appropriate Civilian Attire
 After 1800 - Dinner Dress White Blue Jacket, Dinner Dress Blue (White Shirt, Black Bow Tie, Miniature Medals, No Name Tag) or Appropriate Civilian Attire

SUNDAY MORNING
 Casual

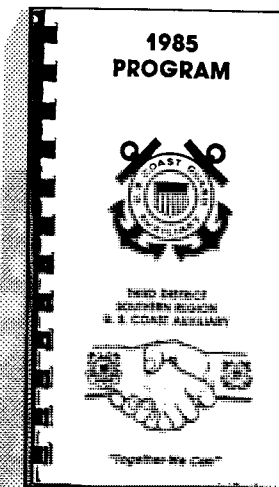


HANDY POCKET DIRECTORY MAKES HIT!

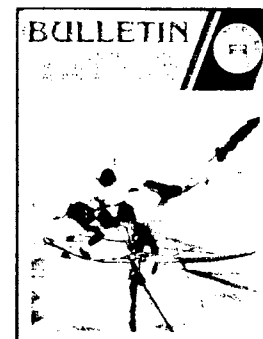
If you were registered at Winter Conference, you have already received one of the new handy pocket-size directories (as described in NOGIs). However, if you were not one of the lucky attendees, and you wish to have one - what better way to spend a dollar. It's great for keeping track of your mileage, expenses, and whatever!
 There are still a few left and they are available through your MA officer. Hurry before you miss out!



The pictures at left and below show our printer, James McCabe, DCP X, and his volunteer gremlins, Helen McCabe, Alice Stamm and your editor hard at work getting the book together.
 My apologies for the several errors in the typesetting-Harrisburg DIRAUX office is Room 303 not Room 300 as was listed. Also - Presidents holiday was Monday Feb. 18, not Tuesday Feb. 19 as indicated.
 Photos: Philip Stamm, Division X



**Keep in Touch With
 WHAT'S HAPPENING
 in the
 COAST GUARD!**



JOIN THE COAST GUARD ACADEMY ALUMNI ASSOCIATION

Purposes of the Association

- To improve and enrich the Coast Guard Academy
- To preserve and foster Coast Guard traditions
- To promote a close sense of unity and esprit within the Coast Guard

Membership eligibility

- Academy graduates are eligible for Regular membership in the Alumni Association (annual dues \$24.00).
- All other persons interested in the Academy and the Coast Guard are eligible for Associate membership (annual dues \$18.00).

As a member you'll receive:

- *The Bulletin*, the Association's bi-monthly magazine. *The Bulletin* provides a forum for the exchange of professional views relating to the Coast Guard and is filled with articles of professional interest to our membership. Through *The Bulletin* you'll keep abreast of Coast Guard events — current and historical.
- Annually, the *Directory* Issue containing the names and addresses of our over 5000 Regular and Associate members
- Association mailings about homecoming activities, alumni cruises, etc. You'll be kept advised of Academy enrichment projects and programs that are undertaken by the Association.

Please enroll me as a (Regular) (Associate) member of the Coast Guard Academy Alumni Association. I have enclosed a check in the amount of (\$24) (\$18) for my annual dues.

Name: _____ (Class)

Address: _____

City _____ State _____ Zip _____

Rank _____ Branch of Service _____ (Active Duty)
 _____ (Retired)

Spouse's first name. _____

Mail Membership application and dues to:

Coast Guard Academy Alumni Association
 P.O. Box A-31
 U.S. Coast Guard Academy
 New London, CT 06320



BOAT CREW QUALIFICATION PROGRAM

The Boat Crew Qualification Program (BCQP) officially got underway in the Third Southern 1 June 1984. Since that time the results of the past year have been examined and feedback to the proper authorities has yielded some facts and statistics for us to ponder and to help guide us to a better "1985-qualifying."

Headquarters and National Staff noticed some weaknesses within the ranks of Auxiliarists qualifying and indicated that the following general topics need improvement:

1. Navigation Rules
2. Piloting and related topics
3. Basic marlinspike seamanship
4. Damage control

I'm sure there are probably some other areas you have noticed within your own area or unit. What can we do about the problem areas? One way lies in "member training."

A member can get a hold of a Boat Crew Manual (BCM), sit down in a locked room, abstain from every form of basic human need and learn what needs to be learned to participate in the qualifying process. However . . . organized member training can make things a little easier. Somewhere in your area is a member or members who have some expertise in the areas of operations who can impart this knowledge to a group. It also helps feed the learning process because when a group of people get together the exchange of thoughts and ideas can make the learning process much easier. Member training sessions need to be conducted. The BCQP is not the child of Operations alone . . . it walks hand in hand with Member Training. Try it.

Gilbert Miller QEC (3SR)

TEN COMMANDMENTS FOR GOOD LISTENING

1. **STOP TALKING!**
You cannot listen if you are talking. Polonius (HAMLET) "Give every man thine ear, but few thy voice."
2. **PUT THE TALKER AT EASE.**
Help him feel that he is free to talk. This is often called a permissive environment.
3. **SHOW HIM THAT YOU WANT TO LISTEN.**
Look and act interested. Do not read your mail while he talks. Listen to understand rather than to oppose.
4. **REMOVE DISTRACTIONS.**
Don't doodle, tap, or shuffle papers. Will it be quieter if you shut the door?
5. **EMPATHIZE WITH HIM.**
Try to put yourself in his place so that you can see his point of view.
6. **BE PATIENT.**
Allow plenty of time. Do not interrupt him. Don't start for the door or walk away.
7. **HOLD YOUR TEMPER.**
An angry man gets the wrong meaning from words.
8. **GO EASY ON ARGUMENT AND CRITICISM.**
This puts him on the defensive. He may "clam up" or get angry. Do not argue: even if you win, you lose.
9. **ASK QUESTIONS.**
This encourages him and shows you are listening. It helps to develop points further.
10. **STOP TALKING!**
This is first and last, because all other commandments depend on it. You just can't do a good listening job while you are talking. Nature gave men two ears but only one tongue, which is a gentle hint that he should listen more than he talks.

DIVISION III IS IN THE SWIM

The temperature outside is eight degrees. That's right. Eight degrees above zero. Two inches of snow blanket the ground. The wind chill factor makes it feel more like twenty below. So what are members of Division III doing on a day like this? Hugging the fire? No way! About thirty of them are swimming.

They are not members of the Polar Bear Club but are anxious to complete BCQ requirements for Crewmember. Thanks to the efforts of our GR Officer, Dick Wittiger, the facilities of the Lower Alloway Community Pool were available for us. Those who needed to finish BCQ item #1041 had a comfortable, pleasant opportunity to do just that. It was so nice we really hated to come out of the warm pool and face the wintry elements again.

There were a few people who had not been able to complete all the classroom tasks at our former meetings. After the swim, these members assembled at the regular meeting place of Flotilla 36. Here after being fortified with hot soup and coffee more training was accomplished.

As a result of our classroom testing sessions and our under-way activities earlier in the season, those who are interested in only Crew qualification are now prepared. What about the rest? The next page of your manual shows tasks #2002 through #2128. Operator tasks here we come!

Rhoda Davis SO-PA Division III, 3SR

SAFE BOATING BOOTH-MONTGOMERY MALL
Division X, Flotilla 10-6, and Division II, Flotillas 2-4 and 2-6 recently participated in a combined safe boating booth at Montgomeryville Mall. Shown Below—seated left Isabel Jones, FC2-6 and right Alice Stamm, DSO-PE, Flotilla 10-6 and standing in the background is Horace Jones, Flotilla 2-6.



Start Planning Now!

Get your facilities ready for inspection!
Get your patrol schedules made out!
Get your patrol requests in!
Most important of all —
Get busy with your BCQ Program
Time is shorter than you think! !

Operations

Don Holleger, DSO-OP

We begin 1985 knowing that all members involved in Operations are either already better trained or soon will be better trained than ever before. Prior to the BCQ Program, most everyone made a fair to good knowledge of Communications and Patrols but only a few possessed a good working knowledge of Piloting, Seamanship, SAR and Weather. Crew members were seldom exposed to any formal training and generally knew only just enough to get by. Now we see Vessel Operators working very hard to improve their knowledge and crew members making great progress toward becoming proficient. This has all come about because of a lot of hard work and a cooperative effort put forth by Operations Staff Officers and Member Training Staff Officers at all levels. Best of all, it came to be because the membership desired to do well in all aspects of operations.

A very interesting and noticeable side effect is being generated by the focus upon in-depth operations training. Those members who instruct in PE and MT and those involved in VE are not to be outdone and have also initiated quality training programs in their areas of activity.

I thank all of you for your interest in operations and the outstanding support you have given the Boat Crew Training Program. Thanks for your excellent attendance at the Winter Conference. Even though the weather was terrible, the attendance was very good for both the Saturday morning Operations Seminar and the combined Operations/Member Training Program that afternoon. We received excellent constructive comments from the critique questionnaire and they will definitely be considered for planning the later 1985 and 1986 Operations Seminars.

There will be a meeting of all SO-OPs at Base Gloucester in late April or early May to discuss any late changes for any OPS plans or policies.

Division XII will hold its annual Operations Seminar at Bowers Beach on 23 March beginning at 0900 hours. Everyone is invited.

The list of 3rd Southern SO-OPs is shown at right. If you wish to patrol in a particular area contact the SO-OP of the Division in which your area is located. This should be done at least 14 days prior to your requested patrol date. Contact Phil Stamm if you wish to patrol in any 5th District waters.

Thanks again. Hope to see you all on patrol this summer.

Don Holleger, DSO-OP, 3SR

FLOTILLA 2-5 PRESENTS AWARD



The above photo shows the newly elected Flotilla Commander of Flotilla 2-5, Kim Brouse, presenting a plaque to James Tallman, President of the Evangelical Manor Retirement Home, for cooperating with the CG AUX by providing the Flotilla with a meeting place and classrooms for Safe Boating Classes. The plaque is in deep appreciation of their cooperation and courtesy. Also pictured is George Brouse, the Past Flotilla Commander.

1985 Division Operations Officers

- DIV I** William F. Stephens
2408 Hedgerow Drive
Wilmington, DE 19810
(B) 215-874-4331
(H) 302-475-7188
- DIV II** Michael Reardon
208 Ray Street
Philadelphia, PA 19111
(B) 215-843-3400
(H) 215-663-0115
- DIV III** Harland Davis
Box 144 Davis Mill Road
Bridgeton, NJ 08302
(B) 609-451-6464
(H) 609-451-8917
- DIV IV** Orlando D. Maiocco
1518 Manley Road
West Chester, PA 19380
(B) 215-436-5010
(H) 215-696-3241
- DIV V** John J. Morgan
416 Palmer Street
Plymouth, PA 18156
(H) 717-779-4878
- DIV VI** John R. (Andy) Kratzer
819 Fordham Street
Delran, NJ 08075
(H) 609-461-4008
- DIV VII** Stanley J. Pojnar
97-12 E. Potomac Drive
Tuckerton, NJ 08087
(H) 609-296-3347
- DIV VIII** Bernard E. Wright
608 Leaming Avenue
North Cape May, NJ 08204
(H) 609-886-4842
- DIV IX** Walter Murphy
P.O. Box 41
Shade Gap, PA 17255
(H) 814-259-3363
- DIV X** Paul Mackes
838 N. 6th Street
Allentown, PA 18102
(B) 215-820-2993
(H) 215-434-5741
- DIV XI** C. Dane Alden
138 North 5th Street
Reading, PA 19601
(B) 215-373-4171
(H) 215-779-0517
- DIV XII** Donald W. Holleger
Route 3
Felton, DE 19943
(H) 302-284-4700
- DIV XIII** Raymond D. Krause
238 Lowell Avenue
Mt. Ephraim, NJ 08059
(B) 609-235-5850
(H) 609-931-7795
- DIV XIV** Willard W. Roush
Route 1, Box 73
Wrightsville, PA 17368
(H) 717-252-2916
- 5th DISTRICT WATERS**
Coordinator M. Phillip Stamm
405 Randall Road
Wyncote, PA 19095
(H) 215-887-1826

Usually, in the IS column, I try to give you the straight facts as I see the IS office here in the Third Southern. For this issue of *Topside*, I am not going to use my own thoughts—although I wish I had thought of them originally. I have recently read a report written by Alvin Klugh, DSO-IS in the Second Eastern Region. In this report Mr. Klugh expresses some thoughts that are so appropriate that I cannot resist sharing them. I think that he has succeeded in expressing some attitudes toward the Information Systems and the Auxiliary which are applicable to all of us across the Nation. Part of his comments are reproduced below:

"The basic foundation of the Auxiliary is the individual Auxiliarist. This individual, by reason of desire, qualifications and training, has an input in how well the organization functions, how professionally its members perform, how dedicated they are in their chosen fields of teaching the principles of safe boating to the public, the conducting of CE's and how well they carry out any assignment in activities assisting the Coast Guard. Regardless of experience or status, to carry out and contribute to all Auxiliary programs calls for additional training, to learn in greater detail what they must be able to do to increase their value to the Auxiliary, and to become more professional in all areas associated with the job of assisting the regular Coast Guard, whether it be as an elected or appointed officer. For all of our activities, regardless of what field we have chosen, we must fill out and send in an AUXMIS form. There are 21 forms issued by the CG for the Auxiliary use; of this 21, six are not submitted to AUXMIS, they are, Record of Unit Meeting, Certification of OSC Practical, Request for OSC Exam, Notice of PE Course, Patrol Orders, and Annual Unit Finance Report. This leaves 15 forms for use with AUXMIS; of these 15, two are used only one time: your Enrollment Application and BQ Certification. Five are used only once a year - Vessel, Aircraft and Radio Facility Inspection, Seminar Attendance Reports and Annual Unit Officer Report. Of the remaining eight, two are used approximately one to five times per year. The PE Course Completion Report and the CG-2738 Interim Change of Officer Report. One is used only once per month, the PA report. We are now down to 5 forms that have high frequency usage: Mission-Hour Report, CME Report, SAR Incident Report and 2 NOAA Chart Update Reports. So out of 15 AUXMIS forms 10 have very low frequency usage and only 5 can qualify for high frequency usage. What does this tell us? Regardless of what you do in the Auxiliary, the Department of Information Systems will be involved."

Mr. Klugh goes on with information dealing with the specifics of the IS office in the Second Eastern Region. However I would like to make some personal comments to add to his. Of the 5 forms he feels have high levels of usage, I am inclined to feel that the 2 chart forms and the SAR form have heavy use with only a few individuals. There are therefore only 2 heavy-use forms associated with AUXMIS—the Mission Hour Report and the CME Report. Two reports aren't too much to fill out carefully. Are they?

Joe Sowers, DSO-IS-3SR

We will very shortly be getting into the boating season and all CE's should be setting up their stations for the summer.

Last year, the VE program suffered a setback, but this year the District is looking to have a banner year!

In order to do well in the CME program, we need all of you examiners. You are the troops, the backbone of the VE program and of the Auxiliary. It is you who have to give of yourself and help our fellow boaters. There will be days when something else will be pressing, or you don't feel well on the day you said you would help out. Please, do me a favor, and make every effort to do more CME's in '85 and push the District over the top. We need you and can't do without you!

Last year, we reach 77% of our goal. That's better than I thought we were going to do, with all the confusion in the program, and the apathy of the examiners. Those of you who still did your job, thanks!

If there is any help you need or suggestions you have to bring the program back to its former status, contact my staff or me. Do it in writing, so there can be no misunderstanding as to what you want to say! We need feedback from you. You are in the field and have the closest contact with the public of anyone in the Auxiliary. Everything we receive will be acted on, and you will be kept informed of the progress being made.

Listed below is a month to month Calendar through July to help you plan your VE program and accomplish it for '85.

Let's get with it! Come alive and revive the CME program in '85.

George Brouse, DSO-VE, 3SR

JANUARY - DSO-VE check previous year end readouts for number of CME's done and make analysis of strong or weak areas within the District. Check with SO-VE's in weak area to find out what, why and when. Get SO-VE's along with FSO-VE's and FC's to entice new CE's into the program. This is time of year for classwork and testing to be done. Check with SO-VE's to see who needs CME seminar. Make arrangements for it to be given. Have CME workshop to also serve as a debriefing on previous problems.

FEBRUARY - SO-VE's and FSO-VE's start checking with FC's to get facilities lined up. Get some of preliminary paperwork started. Push CME seminar. Check with previous year's OP officer for problems causing boats to be towed. CE's should emphasize these points.

MARCH - Rouse the troops to complete CME seminars before 31 March. SO-VE's check with FC's on facility inspection requirements. Stress to CE's that facilities are to be inspected on board the vessel. Our facilities should be done using Facility Check-off sheet according to our policy manual. Weather may permit CME exams and facility inspections to begin.

APRIL - Weather will be improving for CME exams and facility inspections. Designate 15 April to 15 May as CME month. Encourage CE's to make a big push during this month. Prod FC's to get facility inspections done.

MAY - 15 May to 15 June should be designated as CME Booth Month. DSO-VE and SO-VE's working during both months along with their counterpart in PA to get coverage in newspapers, and on television and radio. This time period will also include National Safe Boating Week, giving additional opportunity for CME booths.

JUNE - New members should be "BQ'd" from spring classes. FSO-VE should solicit them for VE program. FSO-VE should work with FSO-MT to give classes to prospective CE's. Facility inspections must be completed by end of month. FSO-VE should encourage FC's to get them done.

JULY - By this time, we are well into the operations season. Check with OP officer to see what defects are causing boaters to be towed. Alert boaters to these points during CME examination. CE's basically are instructors in the field during CME's.

My first article for *Topside* as your District Staff Officer for Public Education is on a pet subject of mine—one that could save your life, your boat and many tax dollars. By now I have your interest, or at least your curiosity. The subject is **FLOAT PLANS**.

After reading this article, I hope all PE Class instructors who teach Legal Requirements will stress the importance of the *Float Plan*. A copy of the float plan is in the Coast Guard pamphlet entitled "Federal Requirements for Recreational Boats."

If and when a boater is leaving his or her dock, mooring or launching a trailered boat, they *should* let someone know where they are going, when they expect to return and who is accompanying them. This makes certain that if they do not return on schedule—someone will be aware of this and can notify the pertinent Coast Guard Unit. Of course if plans are changed the person with whom the float plan was originally filed should be notified. Float plans should be cancelled upon the boat's return. If this procedure is followed properly, all personnel at the various Coast Guard stations will be most grateful.

Let's say you filed your plan properly and something happened and you were unable to return. Your contact notified the Coast Guard that you had not returned. They in turn will try first to raise you on VHF Channel 16. If this fails, they begin a Comms Check, calling all marinas in the area in which you are supposed to be, to check on your possible whereabouts. If this turns up nothing, a Coast Guard boat is dispatched to search for you. Thus the Coast Guard is looking out for the boating public at great expense to the taxpayers. I am sure that the taxpayers do not object if it will help save lives and property, but would resent it if you had changed your mind and gone off in another direction without notifying your original float plan contact, resulting in a needless waste of time and personnel, and of course the obvious money, in conducting the unnecessary search. Having worked at a Coast Guard station during the summer, may I say that this happens much too often.

The cost of sending out a manned 22 foot Coast Guard boat can run as high as \$200 per hour. A 41 footer can increase the cost to over \$300 per hour. If a helicopter is pressed into service, the cost skyrockets to \$2000 or \$3000 depending upon the size of the helicopter. The Coast Guard is happy to perform this service if it is needed and the boating public has come to expect this service *but not for an irresponsible boater* who either changed his plans to go in a different direction or to stay out overnight without modifying his float plan.

As a personal favor to me and your friendly Coast Guard Unit, try to impress on your Public Education classes the importance of filing and modifying as well as cancelling *Float Plans*.

Your District Staff for Public Education will be happy to serve you in any way possible. Just send your requests through channels. We will keep you updated on the latest info soon as we get it. SO's will be notified and they will pass it on to FSO's. If the chain works, we will have a happy and informed group in Public Education in the Third Southern region.


Alice Stamm, DSO-PE, 3SR

As I start to write this article for *Topside*, boating in our area seems so far away. There are several inches of snow on the ground with winds blowing 25-30 mph and drifts several feet high. Air is blowing through the cracks in the door so strong you could sail a small boat. It is the middle of January and for many of us there are other things on our minds such as bringing in wood for the fireplace, shoveling snow or just relaxing with a good book. But for the Coast Guard Auxiliarist there is much more we could and should be doing through the winter months such as updating or repairing equipment that goes back on our boats when boating weather comes around again. We could be studying courses offered by the Coast Guard for self improvement, or perhaps become an instructor or a courtesy examiner so we can help others improve their knowledge of safe boating. The members of the Coast Guard Auxiliary are volunteers dedicated to improving safe boating, and for this reason we must constantly strive to improve our knowledge on this matter. Some of us took courses some 5 or 10 years ago and some even farther back than that so a review of updated materials is a must if we wish to keep abreast of the constant changes.

The Coast Guard and its Auxiliary is an adventure. That statement may sound like an enlistment poster but it's true. Looking up the word adventure in the dictionary it said "a stirring and thrilling experience." Imagine the stirring and thrilling experience the members had aboard the patrol boats that ushered the Tall Ships into the Philadelphia Harbor or even the day to day patrols throughout our District helping others get back to port safely. It's an adventure to get together with other members to enjoy the fourth cornerstone (fellowship) like the Raystown campout with people from Division IX, boating and telling sea stories or listening to a good joke; like Division V and XIV joint Christmas party in Lancaster at the Distelfink Inn—dancing and singing to good music; the conferences with their seminars and workshops, their evening formal dinner where many members wear their impressive formal uniforms; the hospitality rooms where good friends meet from the four corners of the 3rd Southern and beyond where laughter is heard following a new or old joke. The stirring and thrilling experience of looking out the 3rd floor window of the Golden Eagle viewing the ocean while at the Cape May rendezvous. If that's not adventure—then what is?

For those of you who are not active, for real enjoyment and adventure get involved. Come and find out for yourself what makes some members drive their cars 10,000 miles or more a year through all kinds of weather, spend thousands of their own dollars, get back home in the wee hours of the morning. There must be something that makes them do these things. Come out and find out for yourself.

Submitted by Ed Miller, DCPV, 3SR



NEXT TOPSIDE DEADLINE

APRIL 30, 1985

Now that winter is on us and we dream of spring and the beginning of the new boating season, it's a good time for us to focus on some appropriate seasonal activities. This time of year we will be traveling to PE classes, flotilla meetings and MT sessions in the darkness. This means that the bridges we cross will, or should be, lighted for navigational purposes. Of course, we can not see the navigational configuration from the bridge, but some of the lights are visible from side roads and access ramps. Refer to chapter five of the Aid To Navigation and Chart Updating Manual for the proper lighting configurations. If you spot any discrepancies, complete an NOAA Form 77-5 and report it.

When our daytime activities take us into the area of the bridges we should keep an eye on the fender systems for damages and deterioration. Ice will be giving the fenders a pounding for the next several weeks. When that stops, spring flood conditions will be carrying lots of floating debris to hammer at the fenders and to hang up in them. Dangerous conditions should be reported—chapter five describes this too.

Auxiliarists who prefer to stay close to the fire and catch up on reading can use the long weeks of winter to study the Coast Pilot. The Coast Pilot is issued in July, so NOAA needs to hear from us now about any errors in the 1984 edition which need to be corrected. Also, by reviewing sections which describe areas where we boat, we can make suggestions for additions, deletions, changes and corrections for the 1985 edition. Use NOAA Form 77-5 for this purpose. Anyone who is into really heavy reading can begin to dig into Section II of The Boat Crew Manual. This tome is packed with usable information about charts, aids to navigation, and plotting. As you study this material you will be accomplishing three objectives with one studying; a very good economy of time and effort. First, the information is useful for the skills called on for the chart updating and aids to navigation activities. Second, the information is needed for the Piloting OSC; you acquire information needed to progress toward AUXOP status. Finally, the information is needed to pass the vessel operator requirements.

Auxiliarists who have activities that take them along the ICW in New Jersey can continue their chart updating activities by watching the marinas. Any information about changes to the facilities available or services provided by the marinas should be noted. Also, information about new marinas opening for business should be reported. This information appears on the small-craft charts and inside the jacket of the S-C Folders. Reports are submitted using NOAA Form 77-3.

James Weiler, DSO-ON, 3SR

MARINE DEALER VISITATION PROGRAM

Members of the Auxiliary who are active or interested in Public Affairs and/or being a Courtesy Examiner should get involved with the Marine Visitation Program. A marine visitation can be very productive to the Public education classes and in the Courtesy Marine Examination Program. Division Captains and Flotilla Commanders check with your Public Affairs Officer and be sure they discuss the Marine Visitation program at your meetings. Get names of members that will participate and the marinas they intend to visit. Captains are required to coordinate any proposed visit to a marina in another Division's area. This visit would be done only if Division Captains have agreed. Let's look at the Purpose, Goals, and Objectives for marine visitation.

Purpose—The purpose of the Marine Dealer Visitation Program is to promote safe boating for the recreational boating public through the aid of the marine dealer. The marine dealer is the one individual that comes in direct contact with the boater. We can make great strides towards our ultimate goal, safe and enjoyable recreational boating, by convincing the dealer of the importance of conveying safety information at the point of sale for a boat or related equipment.

Goals—The long-range goal of the program is to visit each dealer at least once a year "formally" and to maintain open lines of communications between the dealer, the Auxiliary and the Coast Guard. The primary reason for the visit is to ensure that the dealer understands the principles of the boating safety program. The visit should be conducted with the clear objective of passing information to the dealer. The dealer must be left with the feeling that the visitor is sincerely interested in helping and that the dealer is a vital link in the "safety chain."

Objectives—There are three main objectives of the Marine Visitation Program:

- To establish and/or improve working relations between the dealer, the CG AUX and the Coast Guard.
- To make the dealer more familiar with responsibilities under current federal regulations.
- To utilize the dealer as the contact point for making the boating public more aware of state and federal requirements for boating safety, as well as the availability of Auxiliary Public Education Courses, Courtesy Examinations, related materials and Auxiliary programs.

Materials required for this program should be ordered early (during winter months), so as to be ready for the 1985 season. Commanders, if your materials officer orders the USCG Auxiliary Marine Dealer Visitation package (No. 5005) and receives a "not in stock" notice, try and order the following to make up your own package:

Stock No.	CG No.	Description
1. 7046	5251	Marine Dealer Visitation
2.	5106	Marine Dealer Safety Pledge
3.	5093	Coding Sheet
4.	Aux. 204	Seal of Safety
5.	Aux. 107-L	Requirements for Boat (over 12 meters)
6.	Aux. 107-S	Requirements for Boats (12 meters or less)
7.		Various Posters for PE Classes
8.		Various Pamphlets including federal requirements for recreational boating

The visitor should include anything else he/she thinks appropriate. I will thank you in advance for your participation in the Marine Dealer Visitation Program.

Roy Sharples SPO-MDV 3 (SR)

When a person goes through the training period of basically qualifying for membership, they often feel that is the place to stop. There is no reason that this should happen to an auxiliarist with all the free advanced education that is available. The paramount idea is to get the member motivated to take advantage of what is available. Much depends on the Flotilla and Division Member Training Officers to keep these advantages in the minds of the members.

The establishment of a training center by each Division and conducting OSC courses back to back is one way to encourage members to enroll in these excellent advanced courses. It is not significant what course you begin with, the goal is to get the membership used to coming out every week to participate in the training programs.

In addition to OSC training, the Member Training Officer at the Flotilla and Division level should be hard at work establishing classes for the Boat Crew Qualification Program. At our recent winter conference at the Valley Forge Hilton, we demonstrated how easy this can be done. I also stated that it is the responsibility of the Member Training Officers to conduct the classes. This can and should be done in cooperation with the Flotilla/Division Operations Officers. As my first sergeant during WW II used to say (he was from Tennessee), "If you ain't done done it, you done beter get it did."

We have just about completed our plans for the member training workshops to be conducted this year. As mentioned previously, we put on a workshop at winter conference with the Operations Department dealing with "How to get the Boat Crew Qualification Program started at a Flotilla/Division level." From what I heard, the workshop was well received and I hope it will help in getting the Boat Crew Training moving.

Our next workshop, which will be presented at the Spring District Conference at Lancaster, will consist of member training ideas that can be used at a Flotilla meeting and Division meeting. We will be demonstrating the explosive qualities of an electrical storage battery, a reaction test, and many more items. By popular request, we are going to use the same program we put on at Cape May last year, only this time we will be providing adequate time for the demonstrations. Spread the word, and let's try to have a good attendance at what we have been told was an exciting and explosive workshop.

This year, we will again be offering OSC practicals at Great Oak providing there is enough interest shown. Soon, all SO-MTs will be receiving information regarding this workshop.

We had a great 1984 member training-wise and I am looking forward to an even better and bigger 1985. Together, we can!

Gene Pester, DSO-MT, 3SR

FORTY—THREE YEARS AGO

Over forty-three years ago, the Auxiliary was conducting operational patrols on the Delaware River for at least two months after Labor Day, two or three days in some weeks.

Note the letter dated November 10, 1941 reproduced below (just a month before Pearl Harbor).

The writer of the letter, now deceased, became the second director of Auxiliary in the Philadelphia District (now Third District, Southern Region), relieving LCDR I. E. Eskridge on 12 November 1942, a year after the letter was written.

If one studies the contents of the letter, a number of things become almost unbelievable to us in this day of high prices. How, for instance, can anyone feed 4 crew on 8 patrols for \$15.27? Or, try this on your calculator: 340 miles (by boat) on 249 gallons of gasoline for \$47.31.

Interestingly, there were only 300 members in the Philadelphia District in 1941. Note the remark at the end of the letter... "but without a Coast Guard Officer in command." That would indicate that there was a Coast Guard Officer on each boat and that he was in charge of the vessel, even though the boat was privately owned by an Auxiliarist.

John E. Johansen, PDCO, Historian 3SR

Copy of Letter dated:

November 10, 1941

From: Henry E. Abbott, Flotilla No. 22
To: Director, Philadelphia District
U. S. Coast Guard Auxiliary
Room 407, Brown Building
328 Chestnut Street, Philadelphia, Pa.

Subject: Reimbursement for Expenditures

1. Transmitted herewith are reimbursement requests signed in quadruplicate, supported by duplicate vouchers, covering expenses incurred in connection with eight patrols on the Delaware River between Essington and Claymont, during September and October 1941, and totaling \$67.48, as follows:

Date	Hours	No. of Crew	No. of Miles	Gas Gals	Amt.	Oil	Food	Total
9-12	6	4	45	30	\$ 5.70	.35	3.45	\$ 9.50
9-13	8	4	48	38	7.22	1.05	2.53	10.80
9-17	8	4	50	40	7.60	.70	2.60	10.90
9-25	6	5	38	32	6.08	.70	1.41	8.19
9-27	7	4	45	29	5.51	.70	1.28	7.49
10-1	6	4	40	28	5.32	.70	—	6.02
10-7	5	4	34	24	4.56	.35	1.68	6.59
10-10	6	4	40	28	5.32	.35	2.32	7.99
TOTAL	52	—	340	249	\$47.31	\$4.90	15.27	\$67.48

2. In addition one patrol was run on November 3rd for a total of 5 hours with a crew of 4 men, but without a Coast Guard Officer in command.

s/Henry E. Abbott

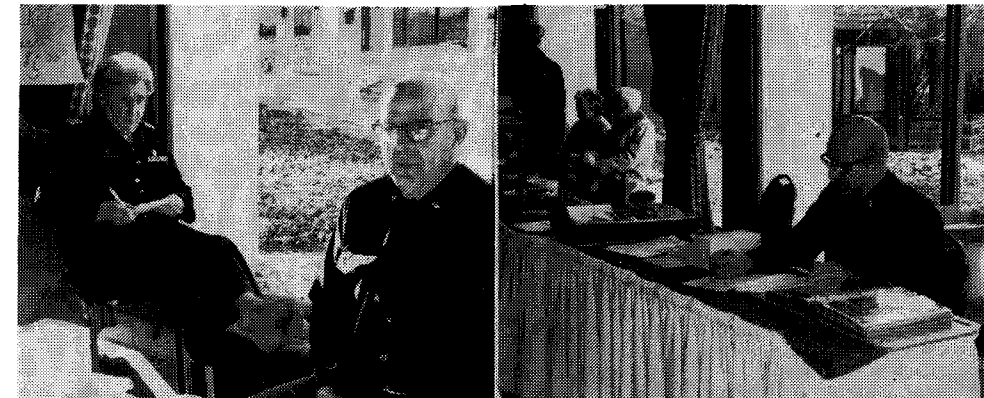
**Scenes from Official Ceremonies
3SR Winter Conference - King of Prussia, PA**



Above left, Commodore Robert Wecker receives Delaware Safe Boating Award from George Stewart, representing the State of Delaware Boating Commission.
Immediately above CAPT R. L. Johanson conducting the swearing in ceremonies for the 1985 District Elected Officers.
Immediately left, Lenore Roush, DSO-PA, and members of her committee conduct Poster Contest during luncheon.
Below left six of the eleven members who were awarded the AUXOP pins and certificates.
Below right of the seven of the 23 members who were presented certificates and ribbons.
Bottom left Helen McCabe, DSO-CC, was presented with the Award certificate pictured bottom right for her outstanding effort in the Career Candidate Program.
Congratulations to all!



**WINTER CONFERENCE - JANUARY 1985
Valley Forge Hilton, King of Prussia, PA**



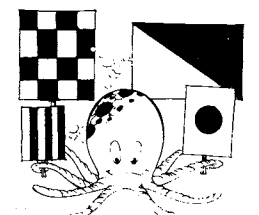
Lenore & Willard Roush did their usual excellent job of handling the registration desk

The Friday Nite Cocktail Party turned into a Thank You to IPDCO Bob Wecker for a job well done!



The Saturday Seminars and Workshops were informative and well attended.

Photos: Russ Bender, Div. V and Topside Staff





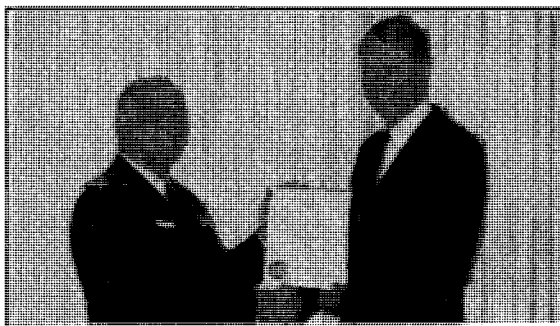
NATIONAL SAFE BOATING WEEK PLANS

It can be a reality with not too much effort. We have put together what is perceived to be a top notch program in conjunction with all of the Sears Roebuck stores in malls in our district which corresponds to their Mid-Atlantic Region. Sears will supply the boats and boating equipment, some promotion (media, radio, TV) and we will provide the expertise and manpower. National Safe Boating Week is 2-8 June 1985. Safe boating displays will be set up in the various malls listed below in conjunction with Sears and the mall manager. Introductory letters will be provided by Sears to the Auxiliary Unit covering a particular location. The Rear Commodores will be provided with the necessary information and responsible for the development of the program in their respective divisions. Brotherhood and cooperation is the necessary ingredient. Division captains will be responsible for pooling their divisions for flotilla manpower. Overlap and cooperative effort will be essential in some cases.

IMPORTANT: This program in no way is intended to replace existing programs. It is intended to complement existing programs and provide for those where currently no program is available.

However, this program was approved by the district board as a district activity. Sears will be promoting our commitment. Therefore, we are on the line for first class performance. Additionally, National will be keeping an eye on us in Third Southern for the possible potential of a national thrust. Let's go all out for only we are winners.

Certificates of Appreciation Awarded for Past Cooperation



Gene Walsh, Regional Manager, Allstate Insurance Company, Valley Forge, PA receiving Certificate of Appreciation from Russ Appler, IPFC Flotilla 2-9, 3SR



John Kramer, Sales Promotion Manager - Mid Atlantic Group receiving Tall Ships Certificate for promotion and support of NSBW—King of Prussia Mall.

Rear Commodore Assignments are as follows: Bill Pierce RCO (E)

Division III Deptford
Division VI Burlington
Bensalem
Lawrenceville
Division VIII Pleasantville
Division XIII Moorestown

Nancy Davis RCO(C)

Division I Wilmington
Division II King of Prussia
Division IV Media
Division XII Dover

George Smyth RCO (W)

Division V Frackville
Harrisburg
Muncy
Wilkes Barre
Division X Allentown
North Wales
Pottstown
Scranton
Division XIV Lebanon
Lancaster

Additional details will follow. The first step is to visit the respective malls and meet the Sears store manager and the mall manager to discuss details and needs after receipt of your letter of introduction. Tact, diplomacy and cooperation are the pass words.
Russ Appler SPO NSBW, 3SR

AIR OPERATIONS SEMINAR

The Air Operations Seminar will take place at Group Cape May Air Station on Saturday and Sunday 13-14 April. Saturday's program will be the mandatory part covering all necessary subject matter from the Air Ops Text and Manual. Read them and bring them with you. The program will begin at 0900, include lunch time, and conclude no later than 1700. The seminar is required to participate in the current year's air program under orders. Overnight accommodations will be available for a limited number who have completed all necessary requirements for the program and are eligible to fly. An optional program involving hands-on, operational activities will be provided Sunday, courtesy of Air Operations, Group Cape May. All of the particulars are not in at this time but will be provided through NOGI's and Direct Communication with interested parties. The Air Ops test will be provided Saturday and Sunday for any personnel wishing to take same.

Please notify the DIRAUX, in writing before then at least one week in advance. Anyone wishing to take the exam before Cape May, also advise DIRAUX office in writing or ADOS-OPA Russ Appler POB 535, Valley Forge, PA 19481, and arrangements will be made for a mutually agreeable time and place.

Russ Appler ADSO-OPA

EASTERN AREA CONFERENCE
1-5 MAY 1985

REGISTRATION FORM

NAME _____ DISTRICT _____
NAME _____ DISTRICT _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

PACKAGE includes: NARCO-E Open House, coffee breaks, luncheon, banquet & ball.
Registration after 9 April - \$45. No registration guarantees after 26 April.

\$40.00 x _____ = \$ _____

FRIDAY EVENING NEW ENGLAND CLAMBAKE (lobster, chicken, hot dog, corn on cob, baked potato) Registration after 9 April - \$20. No registration guarantees after 26 April.

☐ CLAMBAKE & BUS TOUR \$16.50 x _____ = \$ _____

☐ CLAMBAKE ONLY \$16.50 x _____ = \$ _____

TOTAL CHECK \$ _____

Make check payable to: USCG AUXILIARY EACON 85
Send check & registration to: George B. Auchy, RCO-N 1
Conference Coordinator
Four Ranch Road
Chelmsford, MA 01824

☐ I plan to travel by commercial airline & would like ground transportation

ARRIVAL DATE _____ TIME _____ AIRLINE _____ FLIGHT _____

DEPARTURE DATE _____ TIME _____ AIRLINE _____ FLIGHT _____

PENALTY INDICIA MAIL IS NOT AUTHORIZED FOR ANY OF THESE FORMS

BOSTON **Marriott**
BURLINGTON

Routes 128 & 3A, Burlington, Massachusetts 01803
(617) 229-6565 Toll Free: 800-228-9290

U.S. COAST GUARD AUXILIARY
EASTERN AREA CONFERENCE
4/30 - 5/5/85

In order to secure hotel reservations at the Boston Marriott Hotel/Burlington please complete the following reservation information and mail directly to the hotel:

Please Reserve _____ Room(s) for _____ Persons.

Name _____ please print clearly

Address _____ Phone _____

City _____ State _____ Zip _____

I will arrive on _____ day of week month date year

I will depart on _____ day of week month date year

Estimated time of arrival _____

To assure room availability this card must be postmarked no later than 4/9/85

Check out time is 12 noon—Check in time is 3:00 p.m.

To avoid duplications of reservations, please submit only one card when sharing accommodations with one or more individuals.

Names of Persons Sharing Accommodations

Group Rates

I prefer the following accommodations—
(these rates are subject to 5.7% Mass. tax)

Type of Occupancy	Rate
___ Single Room—1 bed/1 person	\$ <u>55.</u>
___ Double Room—1 bed/2 persons	\$ <u>55.</u>
___ Double Double—2 beds/2 persons	\$ <u>55.</u>
___ Triple Room—3 persons	\$ _____
___ Quadruple Room—4 persons	\$ _____

Reservations must be guaranteed by a deposit of one night room and tax or guarantee of payment through a major credit card. Without a deposit or credit card guarantee your reservation will be held only until 6:00pm (local time) on the day of arrival.

Circle * AMEX, Carte Blanche, Mastercard, Diner's Club, Visa

_____ exp. date _____

Cardholder name: _____

Authorized sig: _____





THIRD DISTRICT SOUTHERN REGION TENTATIVE CALENDAR—1985



April 19, 20, 21 - Treadway Inn, Lancaster, PA
July 12, 13, 14 - Great Oak Landing, Worton, Maryland
September 27, 28, 29 — Grand Hotel, Wildwood, NJ

DISTRICT AREA MEETINGS

CENTRAL AREA

March 9, June 1, August 24, November 30

EASTERN AREA

March 2, June 8, August 17, November 23

WESTERN AREA

March 19, June 18, August 20, December 10

NATIONAL

Eastern Area Conference - May 3, 4, 5, Burlington, MA
National - September 19, 20, 21, Orlando, FL

TOPSIDE DEADLINES

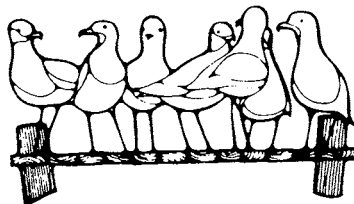
April 30, July 31, October 30



THINK —



Before You Drink
Be A Responsible Boat Operator
Natl. Safe Boating Week
June 2-8, 1985



DON'T FORGET! AUXILIARY EACON

(National Eastern Area Conference)

BURLINGTON, MASS.

May 2 through 4

*Reservation Form on
Inside Back Cover
& other details in
latest Navigator*

DEPARTMENT OF TRANSPORTATION
U. S. COAST GUARD
DIRECTOR OF AUXILIARY 3 (SR)
c/o COAST GUARD BASE
GLOUCESTER CITY, NJ 08030

POSTAGE AND FEES PAID
U. S. COAST GUARD
DOT 514



OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE \$300
DSO-PB 3 (SR)

ADDRESS CORRECTION REQUESTED



3RPPC 3SRX 1GR0
JOHN MCINTOSH
POBOX 348
NEWFIELD

03S-03-03-007

NJ 08344

This publication has been printed at no cost to the U.S. Coast Guard or to the U.S. Government.
All cost paid by U. S. C. G. Auxiliary 3rd (SR)